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# Hongkong Daily Press.

ESTABLISHED 1857

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Will Please Lady  
AND IMPROVE HER  
EYESIGHT AND APPEARANCE  
**N. LAZARUS,**  
Optician,  
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No. 19,652 號二十五百六千九萬一第 日三十月四年酉辛 HONGKONG, TUESDAY, MAY 31st, 1921. 二拜禮 號一廿月五年十國民華中 PRICE, \$3 PER MONTH

**INTIMATIONS**  
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**ALLSOPP'S**  
**BRITISH PILSENER BEER**  
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**PEAK TRAMWAY CO., LIMITED.**  
**TIME-TABLE.**  
**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. every 15 minutes.  
8.00 " " 9.30 " " 10 " "  
9.30 " " 11.00 " " 15 " "  
11.30 " " 12.30 p.m. " 15 " "  
12.30 p.m. " 2.30 " " 10 " "  
2.30 " " 5.00 " " 15 " "  
5.00 " " 8.10 " " 10 " "  
**NIGHT CARS.**  
8.00 p.m., 9.00 p.m., 9.20 p.m.  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.  
**SATURDAYS.**  
Extra Car—12 midnight.  
**SUNDAYS.**  
7.30 a.m. to 10.30 a.m. every 15 minutes  
10.30 " " 11.00 " " 10 " "  
11.30 " " 12.00 noon " 15 " "  
12.00 noon " 1.00 p.m. " 10 " "  
1.00 p.m. " 5.30 " " 15 " "  
5.30 " " 6.00 " " 10 " "  
6.00 " " 6.30 " " 15 " "  
6.30 " " 8.10 " " 10 " "  
**NIGHT CARS.**  
As on Week Days.  
**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.  
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

# KOWLOON-CANTON RAILWAY.

## TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Station	No. 14 Local	No. 15 Local	No. 16 Through	No. 17 Through	No. 18 Through	No. 19 Through	No. 20 Through	No. 21 Through	No. 22 Through
CANTON (Tse Tsan) dep.			8.00	8.15	8.30	8.45	9.00	9.15	9.30
SEK LUNG			8.10	8.25	8.40	8.55	9.10	9.25	9.40
Shum Chun			8.20	8.35	8.50	9.05	9.20	9.35	9.50
Shum Chun			8.30	8.45	9.00	9.15	9.30	9.45	10.00
Shum Chun			8.40	8.55	9.10	9.25	9.40	9.55	10.10
Shum Chun			8.50	9.05	9.20	9.35	9.50	10.05	10.20
Shum Chun			9.00	9.15	9.30	9.45	10.00	10.15	10.30
Shum Chun			9.10	9.25	9.40	9.55	10.10	10.25	10.40
Shum Chun			9.20	9.35	9.50	10.05	10.20	10.35	10.50
Shum Chun			9.30	9.45	10.00	10.15	10.30	10.45	11.00
Shum Chun			9.40	9.55	10.10	10.25	10.40	10.55	11.10
Shum Chun			9.50	10.05	10.20	10.35	10.50	11.05	11.20
Shum Chun			10.00	10.15	10.30	10.45	11.00	11.15	11.30
Shum Chun			10.10	10.25	10.40	10.55	11.10	11.25	11.40
Shum Chun			10.20	10.35	10.50	11.05	11.20	11.35	11.50
Shum Chun			10.30	10.45	11.00	11.15	11.30	11.45	12.00
Shum Chun			10.40	10.55	11.10	11.25	11.40	11.55	12.10
Shum Chun			10.50	11.05	11.20	11.35	11.50	12.05	12.20
Shum Chun			11.00	11.15	11.30	11.45	12.00	12.15	12.30
Shum Chun			11.10	11.25	11.40	11.55	12.10	12.25	12.40
Shum Chun			11.20	11.35	11.50	12.05	12.20	12.35	12.50
Shum Chun			11.30	11.45	12.00	12.15	12.30	12.45	13.00
Shum Chun			11.40	11.55	12.10	12.25	12.40	12.55	13.10
Shum Chun			11.50	12.05	12.20	12.35	12.50	13.05	13.20
Shum Chun			12.00	12.15	12.30	12.45	13.00	13.15	13.30
Shum Chun			12.10	12.25	12.40	12.55	13.10	13.25	13.40
Shum Chun			12.20	12.35	12.50	13.05	13.20	13.35	13.50
Shum Chun			12.30	12.45	13.00	13.15	13.30	13.45	14.00
Shum Chun			12.40	12.55	13.10	13.25	13.40	13.55	14.10
Shum Chun			12.50	13.05	13.20	13.35	13.50	14.05	14.20
Shum Chun			13.00	13.15	13.30	13.45	14.00	14.15	14.30
Shum Chun			13.10	13.25	13.40	13.55	14.10	14.25	14.40
Shum Chun			13.20	13.35	13.50	14.05	14.20	14.35	14.50
Shum Chun			13.30	13.45	14.00	14.15	14.30	14.45	15.00
Shum Chun			13.40	13.55	14.10	14.25	14.40	14.55	15.10
Shum Chun			13.50	14.05	14.20	14.35	14.50	15.05	15.20
Shum Chun			14.00	14.15	14.30	14.45	15.00	15.15	15.30
Shum Chun			14.10	14.25	14.40	14.55	15.10	15.25	15.40
Shum Chun			14.20	14.35	14.50	15.05	15.20	15.35	15.50
Shum Chun			14.30	14.45	15.00	15.15	15.30	15.45	16.00
Shum Chun			14.40	14.55	15.10	15.25	15.40	15.55	16.10
Shum Chun			14.50	15.05	15.20	15.35	15.50	16.05	16.20
Shum Chun			15.00	15.15	15.30	15.45	16.00	16.15	16.30
Shum Chun			15.10	15.25	15.40	15.55	16.10	16.25	16.40
Shum Chun			15.20	15.35	15.50	16.05	16.20	16.35	16.50
Shum Chun			15.30	15.45	16.00	16.15	16.30	16.45	17.00
Shum Chun			15.40	15.55	16.10	16.25	16.40	16.55	17.10
Shum Chun			15.50	16.05	16.20	16.35	16.50	17.05	17.20
Shum Chun			16.00	16.15	16.30	16.45	17.00	17.15	17.30
Shum Chun			16.10	16.25	16.40	16.55	17.10	17.25	17.40
Shum Chun			16.20	16.35	16.50	17.05	17.20	17.35	17.50
Shum Chun			16.30	16.45	17.00	17.15	17.30	17.45	18.00
Shum Chun			16.40	16.55	17.10	17.25	17.40	17.55	18.10
Shum Chun			16.50	17.05	17.20	17.35	17.50	18.05	18.20
Shum Chun			17.00	17.15	17.30	17.45	18.00	18.15	18.30
Shum Chun			17.10	17.25	17.40	17.55	18.10	18.25	18.40
Shum Chun			17.20	17.35	17.50	18.05	18.20	18.35	18.50
Shum Chun			17.30	17.45	18.00	18.15	18.30	18.45	19.00
Shum Chun			17.40	17.55	18.10	18.25	18.40	18.55	19.10
Shum Chun			17.50	18.05	18.20	18.35	18.50	19.05	19.20
Shum Chun			18.00	18.15	18.30	18.45	19.00	19.15	19.30
Shum Chun			18.10	18.25	18.40	18.55	19.10	19.25	19.40
Shum Chun			18.20	18.35	18.50	19.05	19.20	19.35	19.50
Shum Chun			18.30	18.45	19.00	19.15	19.30	19.45	20.00
Shum Chun			18.40	18.55	19.10	19.25	19.40	19.55	20.10
Shum Chun			18.50	19.05	19.20	19.35	19.50	20.05	20.20
Shum Chun			19.00	19.15	19.30	19.45	20.00	20.15	20.30
Shum Chun			19.10	19.25	19.40	19.55	20.10	20.25	20.40
Shum Chun			19.20	19.35	19.50	20.05	20.20	20.35	20.50
Shum Chun			19.30	19.45	20.00	20.15	20.30	20.45	21.00
Shum Chun			19.40	19.55	20.10	20.25	20.40	20.55	21.10
Shum Chun			19.50	20.05	20.20	20.35	20.50	21.05	21.20
Shum Chun			20.00	20.15	20.30	20.45	21.00	21.15	21.30
Shum Chun			20.10	20.25	20.40	20.55	21.10	21.25	21.40
Shum Chun			20.20	20.35	20.50	21.05	21.20	21.35	21.50
Shum Chun			20.30	20.45	21.00	21.15	21.30	21.45	22.00
Shum Chun			20.40	20.55	21.10	21.25	21.40	21.55	22.10
Shum Chun			20.50	21.05	21.20	21.35	21.50	22.05	22.20
Shum Chun			21.00	21.15	21.30	21.45	22.00	22.15	22.30
Shum Chun			21.10	21.25	21.40	21.55	22.10	22.25	22.40
Shum Chun			21.20	21.35	21.50	22.05	22.20	22.35	22.50
Shum Chun			21.30	21.45	22.00	22.15	22.30	22.45	23.00
Shum Chun			21.40	21.55	22.10	22.25	22.40	22.55	23.10
Shum Chun			21.50	22.05	22.20	22.35	22.50	23.05	23.20
Shum Chun			22.00	22.15	22.30	22.45	23.00	23.15	23.30
Shum Chun			22.10	22.25	22.40	22.55	23.10	23.25	23.40
Shum Chun			22.20	22.35	22.50	23.05	23.20	23.35	23.50
Shum Chun			22.30	22.45	23.00	23.15	23.30	23.45	24.00
Shum Chun			22.40	22.55	23.10	23.25	23.40	23.55	24.10
Shum Chun			22.50	23.05	23.20	23.35	23.50	24.05	24.20
Shum Chun			23.00	23.15	23.30	23.45	24.00	24.15	24.30
Shum Chun			23.10	23.25	23.40	23.55	24.10	24.25	24.40
Shum Chun			23.20	23.35	23.50	24.05	24.20	24.35	24.50
Shum Chun			23.30	23.45	24.00	24.15	24.30	24.45	25.00
Shum Chun			23.40	23.55	24.10	24.25	24.40	24.55	25.10
Shum Chun			23.50	24.05	24.20	24.35	24.50	25.05	25.20
Shum Chun			24.00	24.15	24.30	24.45	25.00	25.15	25.30
Shum Chun			24.10	24.25	24.40	24.55	25.10	25.25	25.40
Shum Chun			24.20	24.35	24.50	25.05	25.20	25.35	25.50
Shum Chun			24.30	24.45	25.00	25.15	25.30	25.45	26.00
Shum Chun			24.40	24.55	25.10	25.25	25.40	25.55	26.10
Shum Chun			24.50	25.05	25.20	25.35	25.50	26.05	26.20
Shum Chun			25.00	25.15	25.30	25.45	26.00	26.15	26.30
Shum Chun			25.10	25.25	25.40	25.55	26.10	26.25	26.40
Shum Chun			25.20	25.35	25.50	26.05	26.20	26.35	26.50
Shum Chun			25.30	25.45	26.00	26.15	26.30	26.45	27.00
Shum Chun			25.40	25.55	26.10	26.25	26.40	26.55	27.10
Shum Chun			25.50	26.05	26.20	26.35	26.50	27.05	27.20
Shum Chun			26.00	26.15	26.30	26.45	27.00	27.15	27.30
Shum Chun			26.10	26.25	26.40	26.55	27.10	27.25	27.40
Shum Chun			26.20	26.35	26.50	27.05	27.20	27.35	27.50
Shum Chun			26.30	26.45	27.00	27.15	27.30	27.45	28.00
Shum Chun			26.40	26.55	27.10	27.25	27.40	27.55	28.10
Shum Chun			26.50	27.05	27.20	27.35	27.50	28.05	28.20
Shum Chun			27.00	27.15	27.30	27.45	28.00	28.15	28.30
Shum Chun			27.10	27.25	27.40	27.55	28.10	28.25	28.40
Shum Chun			27.20	27.35	27.50	28.05	28.20	28.35	28.50
Shum Chun			27.30	27.45	28.00	28.15	28.30	28.45	29.00
Shum Chun			27.40	27.55	28.10	28.25	28.40	28.55	29.10
Shum Chun			27.50	28.05	28.20	28.35	28.50	29.05	29.20
Shum Chun			28.00	28.15	28.30	28.45	29.00	29.15	29.30
Shum Chun			28.10	28.25	28.40	28.55	29.10	29.25	29.40
Shum Chun			28.20	28.35	28.50	29.05	29.20	29.35	29.50
Shum Chun			28.30	28.45	29.00	29.15	29.30	29.45	30.00
Shum Chun			28.40	28.55	29.10	29.25	29.40	29.55	30.10
Shum Chun			28.50	29.05	29.20	29.35	29.50	30.05	30.20
Shum Chun			29.00	29.15	29.30	29.45	30.00	30.15	30.30
Shum Chun			29.10	29.25	29.40	29.55	30.10	30.25	30.40
Shum Chun			29.20	29.35	29.50	30.05	30.20	30.35	30.50
Shum Chun			29.30	29.45	30.00	30.15	30.30	30.45	31.00
Shum Chun			29.40	29.55	30.10	30.25	30.40	30.55	31.10
Shum Chun			29.50	30.05	30.2				



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### CHINESE MARITIME CUSTOMS TRADE REPORTS FOR 1920.

The following extracts are made from the annual report by Mr. D. Percebois, Acting Commissioner of Customs, on the TRADE OF HAIKOW.

The improvement in the trade at this port during 1920 led one to expect further good results during 1921. The year opened well and the prospects were very bright, but the high hopes entertained were not realised. From January to the end of September the commercial activity was well maintained, but the year ended disastrously for the trade of Haikow in consequence of the political disturbances which threw the whole district into confusion. It is unnecessary to recapitulate here the causes which have led to the political upheaval in this part of the Kwangtung province or to enter into a descriptive narration of the conflicts which occurred in and around Haikow; it will suffice to say that on the 20th October, and the first time since the opening of the port to foreign trade, Haikow was the scene of severe fighting, shops and private houses were looted, and the panic-stricken people sought refuge in foreign residences. During the fighting stray bullets were flying everywhere; no foreigners were struck, but several Chinese were wounded; fortunately, no fire was shot. It was not till the end of the year that the peace regained some confidence and matters improved slightly; but with the approach of the Chinese New Year and the possibility of renewed trouble, merchants proceeded very cautiously with their operations, and at the moment no tangible signs are apparent upon which to base any hopes of early resumption of normal trade. The net value of the trade coming under the cognizance of the Maritime Customs amounted to HK \$1,123,314, comprising HK \$1,069,238 for imports, and HK \$54,076 for exports. The year was free from any epidemic, and the seasons have been propitious, and the output of the crops abundant. There is no industrial activity to record, no mining or coal mining companies in this district having been affected by the unsettled state of the country. The port was visited by H.B.M.'s cruiser *Carleton* and the French Indo-China revenue cruiser *Esperanza* and *Fin* from Haiphong. The Chinese gun-boats *Kwangchen* and *Kuangyung* made protracted cruise in these waters, and the transport *Kwanghai* brought 1,000 soldiers from Canton.

A number of accidents occurred to shipping connected with this port, the most serious being the grounding during a regular run between Hongkong, Hoikow, and Pakhoi. Another Chinese vessel, the *Kamyingfat*, of 440 tons, loaded with salt from Shihchow, for Canton, went aground in Cam Bay, she was refloated on the third day by throwing part of the cargo overboard. The French steamer *Kaipung*, of 177 tons, inward bound from Hongkong with a full cargo, off the port, south of Kintow Point, and was towed in by the Chinese gun-boat *Kwangchen*; the vessel was beached, spare shaft and propeller fitted, and then proceeded to Haiphong. The health of the port has generally been good, though the summer was unusually trying, owing to the protracted heat. The total rainfall was 101.23 inches, as against 72.58 inches in 1919, being an increase of 28.77 inches. The temperature was: minimum, 57deg. F., recorded on the 4th February, and maximum, 89deg. F., on the 18th May and 17th and 18th July, while in the preceding year 85deg. F. was recorded as maximum on the 27th June and 30deg. F. as minimum on the 3rd and 4th February. The mean temperature was 72.93deg. F., and for the previous year 72.88deg. F. The highest reading of the barometer was 30.55 inches, on the 4th January, and the lowest, 29.31 inches, on the 20th July.

**THE ISLAND OF HAINAN.**  
Mr. T. A. M. Castle, Acting Commissioner of Customs at Kiangchow (Hoikow), reported on the political and trade conditions in the district in 1921 as follows:—

During the year under review exceptional political troubles influenced the trade conditions of this port. These occurred more particularly during the last portion of the year, for then the whole of the northeastern area of the island of Hainan was given over to the realm of anarchy. Hoikow and Kiangchow were blockaded from late in September to December 24th by the Hainanese forces of Ch'en Chi-yu, who had his headquarters in Tingan, a city distant some 25 miles from Kiangchow itself. He, in his turn, was attacked by the Yunnanese forces, under the command of Chao Tsu-yu, a Yunnanese officer, who, on October 1st, renounced his allegiance to his former Commander, Li Kien-yuan, and declared the independence of the mixed Yunnanese and Cantonese forces stationed at Hoikow and Kiangchow.

In March 1920, Shen Hung-ying, Garrison Commander of the island of Hainan, left for Canton. His departure was a signal for brigandage to break forth throughout the island. The arrival, however, of Li Kien-yuan in April, with a mixed force of 10,000 troops, as mentioned above, gradually restored order. But this improvement was of merely a transient nature, for in August Li Kien-yuan, in response to an appeal from Canton of the Military Governor, Mo Jung-shan, retransferred a large number of the troops he had brought with him from Canton back to that city in order to assist in the attempted repression of the invading forces of Ch'en Shun-jung-ming.

Shortly after this Li Kien-yuan himself returned to Canton, first having placed in charge of the soldiers he left behind him some 2,000 in number, his cousin Li Ch'ao-yang, who was arrested by Chao Tsu-yu on October 1st, when he declared the independence of this mixed force of troops, and who was subsequently murdered by the mutineers on November 13th. The departure of Li Kien-yuan in September threw the whole of the island of Hainan into a state of Bolshevism.

Eleven districts out of the thirteen the island contains were in the hands of Ch'en Chi-yu, a Hainanese by birth, and a former officer of Shen Hung-ying, who had, on Shen Hung-ying's departure from Hainan, thrown off his allegiance and declared for Hainan for the Hainanese. The remaining two districts were in the hands of the mixed brigade of Yunnanese and Cantonese troops, under the command of Chao Tsu-yu. Several times peace was made between the two parties, and on one occasion, towards the end of October, a treaty was drawn up and signed, the British and French Consuls being witnesses to its signature.

But before the ink was dry upon the paper it was written on the Yunnanese Commander repudiated the treaty, blaming Ch'en Chi-yu for a breach of faith that existed merely in their own fertile imaginations, and conditions became more disturbed than ever. At the end of October Li Fu-lung, an undisciplined pirate from the Leichow Peninsula, arrived at Pochin, a small seaport some 10 miles distant from Hoikow. Both the Hainanese party and that of the Yunnanese blamed the other side for having invited him to come with his crew of 400 armed banditti. But whoever did invite him is immaterial for at the beginning of November he took up his quarters in Hoikow, where his men, usually with a loaded pistol in either hand, roamed through the streets, acquiring loot wherever fancy led them. About November 10th Li Fu-lung departed, his actual destination being unknown.

Then the Yunnanese, suffering no claimant near the throne, drove the pirates away from Hoikow on November 18th-19th, killing some 40 in the process. After this the Yunnanese closed the port, as far as the departure of any Chinese was concerned, until the arrival, on January 2nd, 1921, of the Cantonese troops, under the command of General Tang Pien-yu, who were sent by the Canton Military Government to restore order where it was so badly needed. During the main period of this closure of the port trade in all its branches was practically at a standstill, only the actual necessities of life being imported. But towards the end of December business improved slightly.

During the year under review business generally was not profitable, with the exception of brown sugar and dried lilies, which provided exporters with a good return. The great drop in sterling exchange in the latter half of the year swelled the silver prices of foreign commodities; and this had a bad effect on the purchasing power of the labouring classes, who are normally the largest consumers. But, nevertheless, during the December quarter, cotton, yarn and yarn-dyed cottons showed a remarkable increase compared with the same quarter of the previous year. The bankruptcy of a native bank at the end of the year had a bad effect on the business, several big firms being on the verge of collapse. The climatic conditions were normal, and both the rice crops turned out well. The year opened with native currency at a high premium over Hongkong currency (13 per cent.); this reached its maximum about February (19 per cent.), and declined to par by November. At the close of the year exchange turned, and Hongkong currency stood at a premium of 2 per cent. The general outlook for foreign goods for the year 1921, is very promising, as, owing to unrest in the interior and the reluctance of merchants to import goods, the markets in the interior are depleted of stocks of all kinds.

**INDUSTRIES OF THE ISLAND.**  
*Rubber.*—The rubber industry has continued its downward course and is now practically at a standstill, attributable, in a part, to high freight and expenses, but to a greater extent, to the slackness of business in Singapore. The cost of tapping trees came to \$24 a picul, and freight and expenses to \$23.50 a picul. Another serious obstacle is the absence of Government protection, hence the prevalence of armed brigandage in the interior.

*Coffee Plantations.*—The blends vary greatly, but the general quality is good. Only a small quantity of beans was gathered during the year, and this was entirely consumed locally and in the interior.

*Tobacco Plantations.*—The output was plentiful, yet producers complain bitterly of the ill fortune attendant upon the curtailment of buyers' purchasing power, brought about by the disastrous famine in the northern provinces. Japan, however, draws about seven-eighths of the whole production, for manufacture of mentolated cigarettes.

*Tobacco Plantations.*—The tobacco crop was fairly good. A large quantity was exported to Canton, where it was manufactured into cigars, which being cheaper than the laid-down price of Manila products, find ready sale in Canton and the Straits Settlements. Leaf tobacco of poor quality was kept locally and made into cheroots for home consumption.

*Tin Ore.*—The tin ore and sand were refined into slabs locally, the whole quantity of which (as given in the returns) was consumed in Hongkong. The languid state of the foreign market had caused abnormally low prices, and the business was none too favourable throughout the year. The hope that mining enterprise would flourish after the conclusion of the European War has been abandoned by all interested.

The Chinese community suffered severely from an epidemic of cholera early in May, and the mortality was comparatively high. It is much to be regretted that nothing is done to combat the lamentable ignorance of the Chinese in hygienic matters.

### THE FAR EAST IN PARLIAMENT. THE YAP DISPUTE.

In the House of Commons, on April 21st, Mr. Lloyd George informed Mr. Ormsby-Gore that the correspondence between the United States Government and Japan as to the island of Yap had been published in the London Press, but had not been officially communicated to His Majesty's Government.

Sir J. Rees: Does membership of the League make it necessary for this nation to be placed in a position of antagonism towards one or both of two great friendly Powers, and does the British nation, apart from the League, care a rap about Yap?

Mr. Lloyd George: There is no question of antagonism between ourselves and America. We have no interest at all in the matter except the general interest of the peace of the world and good will between all nations. These documents were not communicated to us officially, but to the Press. When they are communicated to us officially we shall be pleased to inform the House.

### THE ANGLO-JAPANESE TREATY.

Mr. Cecil Harmsworth, replying on April 25th, to Mr. Hurd, said that the only communication on the subject of the Anglo-Japanese treaty of alliance which had passed between H.M. Government and the League of Nations was the joint communication addressed to the Council of the League in July, 1920, by the British and Japanese Governments to the following effect:—"The Governments of Great Britain and Japan have come to the conclusion that the Anglo-Japanese Agreement of July 19th, 1911, now existing in harmony with the spirit of the Covenant of the League of Nations, is not entirely consistent with the letter of that Covenant, which both Governments earnestly desire to respect. They accordingly have the honour, jointly, to inform the League that they recognise the principle that if the said agreement be continued after July, 1921, it must be in a form which is not inconsistent with that Covenant." This communication was duly acknowledged at the time and did not appear to call for any further reply.

Replying to Sir J. D. Rees, who asked whether her membership of the League of Nations would make it incumbent on Great Britain to intervene between the United States and Japan in respect of the self-determination or ultimate destination of Yap, and between China and Japan in regard to the acute differences between those nations, and the action or inaction of the League in respect of such differences, Mr. Cecil Harmsworth said he was not aware of any obligations of the character suggested.

### THE FAR EAST AND THE BUDGET.

In the course of his financial statement in introducing the Budget, on April 28th, Mr. A. Chamberlain mentioned that Japan was amongst the countries whose debts had been paid off by Great Britain. He also acknowledged a generous loan of \$2,000,000 made to the Government by the Straits Settlements and Mauritius.

### RUSSIAN PROAGANDA IN CANTON.

The Asiatic News Agency circulates the following:—

Mr. Hodoroff, Chief Agent of the Russian Bolshevik Unit, and Rosta News Agencies in Peking, has arrived in Canton via Tientsin and Shanghai, and he was welcomed by the Sun Yat-sen Government officials. The mission of Hodoroff is to make connections with the Cantonese newspapers for the publication of Russian telegrams and translations from Russian journals from Russia and Siberia free of charge with a view to enabling the southern Chinese to know the real condition of affairs in Soviet Russia and the Russian Far Eastern Republic. He has already obtained official sanction from the Government to do so. Mr. Hodoroff, when interviewed by the Chinese pressmen, said that both Soviet Russia and Siberia have been misrepresented by Japanese and the members of the Russian reactionary faction in China. He said that there will be no Bolshevik propaganda. Mr. Hodoroff has been received in audience by President Dr. Sun, Dr. Wu Ting-fang and other high Government officials. The visit of this Russian publicist agent is a success because the majority of the vernacular papers in Canton have promised to print his telegrams and newsletters.

Dr. Chen Tu-shiao, former Professor of the Peking Government University, who has been regarded as the Chief of the Chinese Socialists, has been ordered to leave Canton by General Chen Ching-ming, in spite of the intercession of Dr. Sun Yat-sen.

### CABLE COMPANY'S DIVIDENDS.

Eastern Extension Australasia and China Telegraph.—Final dividend on the old ordinary shares for the year ended December 31st of 24 per cent., free of tax, making a total distribution for the year of 10 per cent., free of tax. The dividend in 1919 was the same. Eastern Telegraph.—Final dividend for year ended December 31st, 1920, of 24 per cent., free of tax, and ordinary dividend of 10 per cent., free of tax, on that stock, same rate as was paid for previous year. Usual distribution at rate of 34 per cent. per annum, less tax, on preference for the first quarter of 1921 will also be paid.

### BRITISH TRADE WITH CHINA. MR. PARTINGTON INTERVIEWS THE CHINESE MINISTER.

In the course of an interview which took place recently between Dr. Wellington Koo, the Chinese Minister in London, and Mr. T. Bowen Partington, of Hongkong, His Excellency said:—

The existing bonds of friendship between the two peoples are strong, but it is hoped they may be further strengthened. In this direction the Anglo-Chinese Friendship Society is performing a very useful piece of work. There may be other ways of strengthening this friendship between the two nations, but there are two which occur readily to me—namely, along the lines of trade and industry and education. And it must be admitted that the best key to success is mutual co-operation in every sense of the word.

At present British trade still predominates in the foreign trade of China, but the competition of other countries will probably be much keener in the future than in the past. Before the war British commerce used to lead by a wide margin; since the war Japan's share, for example, in the trade with China has steadily been mounting, and is now a close second behind England's. It is not necessary to inquire into the reasons for the changed situation, but it may be relevant to emphasise the need of closer co-operation between British manufacturers and Chinese merchants. That this can be secured need hardly be doubted.

For one thing, good-will prevails between Chinese and British business men, and good-will is an easy stepping-stone to closer co-operation, as well as a valuable asset to them both. During the war the diversion to other countries of much business that used to be given to this country, with the revival of former connections between Chinese and British traders, however, and especially with the restoration of normal trade and shipping conditions everywhere, there ought to be no difficulty for the securing of a large share of big orders for Britain.

### AUSTRALIAN TRADE WITH THE ORIENT.

Mr. E. S. Little, the Australian Trade Commissioner to the East, who recently passed through Hongkong on his way to Shanghai, has been appointed for one year at a salary of \$2,000, with two assistants at \$850 each. The new Trade Commissioner, says the Melbourne correspondent of *The Times Trade Supplement*, has been visiting all the States, interviewing the Chambers of Commerce, and generally acquainting himself with the requirements of Australian traders. Mr. Little will be under the direction of the Commonwealth Bureau of Commerce and Industry. The possibilities of trade between Australia and the East have long been recognised, and despite the absence of Government encouragement and a regular shipping service, exports have steadily increased. After much agitation, the Commonwealth Government shipping line was induced to place several of its steamers on the Eastern run, and as a result an impetus has been given to trade.

### MAIL SERVICES TO THE EAST.

A Paris telegram in the London papers states that the report on the Bill concerning the running of maritime, postal and general services to the Far East; Australia, New Caledonia, the Eastern Coast of Africa, and the Eastern Mediterranean, which has been tabled in the Chamber, specifies that the Messageries Maritimes Co. shall cease to be a State-subsidised company. A new organisation, based on the regime system, will carry on the necessary services. The Messageries Maritimes Co. undertakes to form a special company with a capital of sixty million francs in the six months following the ratification of the contract. A number of alterations will be made in the mail-steamers routes.

### A SCHOOL BOY'S DAGGERS.

The schoolboy who, on Saturday, was remanded on a charge of unlawful possession of three daggers, was again before Mr. G. N. Orme, at the Magistracy, yesterday. The proprietor of the P. & O. Company whom the defendant called as a witness, said that he could not speak as to the boy's conduct, because he seldom saw him. Sub-Inspector Wills said that the defendant's teacher had been asked to come to Court, but he also refused to speak for the defendant as he had been absent from school since May 1st. The Magistrate imposed a fine of \$50, or, in default, one month's imprisonment with hard labour.

### THE METHOD OF MOUNTING.

spectacle glasses is of the greatest importance," writes Dr. C. Hartridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 83, Queen's Road Central, have the equipment and instruments to adjust your spectacle to a dusty. Any.







## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, the 3rd June, 1921. Hongkong, May 30th, 1921. [998]

## IMPORTS AND EXPORTS OFFICE.

## KING'S BIRTHDAY.

THIS DEPARTMENT will be Open for payment of Import duties only from 10 A.M. to 12 Noon, on FRIDAY, the 3rd June, 1921. Licensed Warehouse will be entirely Closed on that day. N. L. SMITH, Superintendent, Imports and Exports. Hongkong, May 30th, 1921. [997]

## NOTICE OF REMOVAL.

THE EASTERN ASPBESTOS CO. have THIS DAY REMOVED their Offices to No. 1, PRINCE'S BUILDING, 1st floor. BRADLEY & CO. LTD., General Managers. Hongkong, May 30th, 1921. [993]

## NOTICE

## HONGKONG JOCKEY CLUB

THE THIRD GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, JUNE 4th, commencing at 3.30 P.M. The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform Half-price. The Stewards invite the Ladies of Hongkong to be present. Hongkong, May 30th, 1921. [994]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

From UNITED KINGDOM, COLOMBO AND STRAITS.

## THE Motorship

## "GLENISLE"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th June, 1921, at 5 P.M., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Messrs. Goddard & Douglas, on 6th June, 1921, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, May 30th, 1921. [1000]

## NOTICE TO CONSIGNEES.

## The Steamship "AQUILEIA"

From TRIESTE, via VENICE, BRINDISI and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th May. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st June, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents. Hongkong, May 30th, 1921. [1001]

## STROTHERS &amp; DIXON, (INC.)

## NOTICE TO CONSIGNEES.

## S.S. "WEST ISLIP"

From SAN FRANCISCO & LOS ANGELES.

## THE Steamship

## "WEST ISLIP"

Having arrived from San Francisco and Los Angeles via ports, on May 29th, 1921, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees of Cargo must produce a Transport Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on June 6th, 1921. Bills of Lading will be countersigned by Messrs. JARDINE, MATHESON & Co., Ltd. Agents.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after June 6th, 1921, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately. STROTHERS & DIXON, INC. Agents for Div. of U.S. Shipping Board. EMERGENCY FLEET CORPORATION, Hongkong, May 30th, 1921. [1002]

## INTIMATIONS

## NOTICE

## UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4373 for 12 old silver Nos. 14857/88 now converted into 60 Gold Shares in this Society, standing in the name of Rev. WILLIAM ROBERTS BEACH (Deceased), late of READING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society. C. MONTAGUE EDE, General Manager. Hongkong, May 24th, 1921. [984]

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1921.

## THE BOARD having declared an INTERIM DIVIDEND of Two shillings per share free of Income Tax, for the year ending 30th June, 1921, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 17 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, on or after the 31st May, 1921, to either of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.  
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.  
THE RUSSO-ASIATIC BANK.  
THE BANQUE BRUNO POUL & FRERES.

The Payments will be made in either Dollars or Taels, as the holder may wish, at the buying rate of exchange of the day. GENERAL MANAGER, KAILAN MINING ADMINISTRATION. [991]

## STRAITS SETTLEMENTS LOAN, 1921.

## ISSUE OF \$20,000,000 LOAN.

Bearing interest from the date of purchase at 7 per cent per annum payable half-yearly on May 1st and November 1st.

REPAYABLE AT PAR ON MAY 1st, 1926.

FREE OF INCOME TAX AND OTHER DUTIES.

PRICE OF ISSUE—100 PER CENT.

Under the authority of the Straits Settlement Loan Ordinance, 1921, the Treasurer of the Straits Settlements is authorized to receive until further notice applications for Straits Settlement Loan 1921 as above.

Bonds will be issued at the option of the applicant either to Bearer or to Registered Holder.

Registered Bonds will be transferable and will be free of transfer duty under the Stamp Ordinance, 1907. Bearer Bonds will be transferable by delivery.

Holders of Bearer Bonds will be allowed to exchange them for Bonds to Registered Holder and Registered Holder will be allowed to exchange their Bonds for Bearer Bonds. Bonds, whether registered or bearer, may be exchanged for the equivalent in face value of Bonds of the same kind of higher or lower denomination.

A fee will be charged of 25 cents for each registered, and of ten cents for each bearer, Bond exchanged or applied for.

All Bonds and all interest thereon will be exempt from all duties other than estate duty and from all taxes levied or hereafter to be levied in the Colony.

Bonds will be accepted at par in payment of Death Duties due to the Government of the Straits Settlements provided that it is established to the satisfaction of the Commissioner of Stamps that the Bonds have been in the possession of the deceased from the date of issue or for a period of six months previous to his death. Interest accrued on the Bonds to the date of such payment will be allowed.

The issue is an investment authorized by the Trustees Ordinance, 1914, and Trustees may invest therein, notwithstanding that the price may at the time of investment be above or below the redemption value of par.

The Principal and Interest of the Bonds are charged upon and payable out of the general revenues and assets of the Colony.

The Bonds will be issued in denominations of \$100, \$50, \$10, \$5, and \$1, and will bear interest at 7 per annum payable half-yearly by bearer coupons attached to the Bonds, the first coupon on each Bond representing interest to the next half-yearly interest day from the date upon which payment for the Bond is made.

Applications for Bonds must be accompanied by payment of the full amount payable in respect of the Bonds applied for, and may be delivered to any branch in the Malay Peninsula of Chartered Bank of India, Australia and China, the Hongkong and Shanghai Banking Corporation, or the Mercantile Bank of India Limited, on or after May 2nd, 1921.

Federated Malay States War Loan Bonds will be accepted at par in payment of Subscription.

Application forms should not be sent direct to the Treasurer nor should cheques be made payable to him.

In all cases in which it is requested that the Bonds be forwarded by post, the Bonds will be despatched by Registered Post at the risk of the applicant, who must himself effect any insurance which may be desired.

In the first instance a provisional receipt, exchangeable in due course for the definite Bonds, will be issued in respect of each application. Sale of Bonds over the counter will commence when the Bonds are available.

Applications should be made upon the printed Application Forms which may be obtained, together with further copies of this Prospectus at any branch of the above-mentioned Bank or at any Treasury or Money Order Office in the Straits Settlements, or the Federated Malay States. EDWY L. TALMA, Acting Treasurer, S.S. THE TREASURY, Singapore, April 24th, 1921. [927]

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes CK, KX, LM, LN, LR, LU, LW, 50.

## FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—

Box No. 533, Care of Daily Press Office. [531]

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the Office of the Hongkong Jockey Club on WEDNESDAY, JUNE 2nd, at 12 o'clock Noon.

H. BIRKETT, Clerk of the Club. Hongkong, May 20th, 1921. [983]

## PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, the 31st May, 1921, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1921.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 25th day of May, to THURSDAY, the 31st day of May, 1921, both days inclusive.

PEAK TRAMWAYS COMPANY, LTD., JOHN D. HUMPHREYS & SON, General Managers. Hongkong May 21st 1921. [985]

## THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, the 1st June, 1921, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1921.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 25th May, 1921, to WEDNESDAY, the 1st June, 1921, both days inclusive.

By Order of the Board of Directors, W. S. BROWN, Secretary. Hongkong, May 20th, 1921. [986]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## THE FORTIETH ORDINARY GENERAL MEETING of the Company

will be held at the Office of the General Manager, Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, 15th June, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 29th June, both days inclusive.

By Order of the Board, JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, May 28th, 1921. [980]

## T. U. P. A. VACATION CAMP.

KEEP your Boys off the Street during the Hot Summer Months and send them to the Tientsin for a Healthy Holiday.

THE TIENTSIN UNIVERSITY PREPARATORY ACADEMY, opening a Vacation Camp for Boys to continue throughout the Summer Months until the opening of the Academy in September.

The authorities are arranging for a healthy and invigorating outdoor programme under the direction of male supervisors. Swimming, Boating, Outdoor Camping, Baseball, Tennis, Football and Tennis are some of the sports which will be indulged in.

The locality of Tientsin for a splendid vacation is well-known throughout the Orient, and here parents are given the opportunity of placing their Boys under proper care and discipline where a first-class holiday is secured. The food is of the best and its preparation is competently supervised. Prices are cheaper than Hotels.

For particulars write to the REGISTRAR OF THE ACADEMY. [971]

## G. B.

## SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship, with Engines and Boilers and various auxiliary machinery on board.

Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned. Forms of Tender will be issued on application to the undersigned. A deposit of \$100 is required before Forms of Tender can be issued.

The vessel will be on view from the 22nd May to the 28th June, inclusive, between the hours of 10 A.M. and 4 P.M., and Tenders must reach the Commodore's Office not later than 12 Noon, on MONDAY, 27th June.

Length over all... 211 ft.  
Length between Perpendiculars... 185 ft.  
Breadth extreme... 33 ft. 6 in.  
Depth in hold (top of keel to upper deck beam at side)... 16 ft. 3 in.  
Nominal Displacement... 1070 Tons.  
Propelling Machinery... Vertical Inverted Triple Expansion (Twin) of 1400 H.P.  
Cylinders... High, Two of 11 ft.  
Low, Two of 20 ft.  
Intermediate, Two of 12 ft. Stroke 20 in.

Boilers... Nicholas Water Tube, 4 No.  
H. G. LOWE, Naval Store Officer. Hongkong, May 19th, 1921. [971]

## INTIMATION

## IDEAL BEVERAGES

## Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

## Watson's PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing.

Blends excellently with

Whisky.

## Watson's STONE GINGER BEER

An ideal beverage for tennis and bathing parties. Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

## A. S. WATSON &amp; CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone 428

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## BIRTH.

PENTREATH.—At Pasadena, Cal., on May 24th, 1921, to Mr. and Mrs. C. A. PENTREATH, a daughter.

## MARRIAGES.

LAY—FITZSIMONS.—On April 10th, at Cape Town, HARRY T. LAY, of Headland, S. Rhodesia, son of the late Amy Lay, of Chinese Customs, to CATHERINE FITZSIMONS, of Kells, Co. Meath.

## DEATH.

HUTCHISON.—Suddenly, on April 20th, at his residence, Dove House, Hatch End, Middlesex, JAMES DAVID HUTCHISON, aged 67, the beloved husband of E. M. HUTCHISON, and a director of W. M. Strachan & Co. Ltd., of London and Japan, about 40 years a resident in Japan.

Hongkong Office: 104, Des Voeux Rd., C. London Office: 121, Fleet Street, E.C. [995]

## The Daily Press

Hongkong, May 31st, 1921.

## A COLONIAL CONFERENCE IN JAPAN.

The Japanese public, and also political circles in China, are greatly interested in what reports have leaked out concerning the proceedings of what is described either as an Imperial Conference or a Colonial Conference recently held at Tokyo.

Japan's leading representatives, diplomatic and military, in China, Korea and Siberia were called to Tokyo to discuss with the Government the lines of policy to be followed in these territories, and though no official communication has been made to the public regarding the decisions reached, the participants in the Conference appear to have talked freely outside the Conference chamber and the leading Tokyo papers publish what purport to be outlines of the results of the deliberations. Until these reports have an official imprimatur they must be taken with the necessary reserve, but we may at least conclude that there is influential support in Japanese official circles for the views which have thus found expression.

The question that directly interests China is that of the restoration of Shantung, but the published reports on this subject are lacking in agreement. They

agree, however, in indicating that Japan will take the initiative in making at least a form of restitution to China. The object of the measures said to be contemplated is to show Japan's sincerity and gain China's goodwill, which it is hoped will mean ultimate advantages that will more than offset the immediate loss through abandoning her claims in Shantung.

The steps suggested, according to the *Asahi*, include the withdrawal of troops from along the Shantung Railway; the abandoning of all claims to mines, salt fields and other concessions now held by Japan but not definitely assigned to Japan by the Treaty of Versailles; and possibly the giving up of Japan's claim to an exclusive concession at Tsingtao, recognizing China's right to open the port on the basis of the Open Door. In that manner, the *Asahi* learns, the Foreign Office believes China may be induced to enter on negotiations with Japan because thus China's "face can be saved." But, according to the *Jiji* the troops which are to be withdrawn along the Tainan-Tsingtao railway, and replaced by Chinese police, are to be concentrated at Tsingtao and no mention is made by the *Jiji* of any proposal to evacuate the former German leased area of Kiaochow entirely. All that is at present clear from these reports is that Japan proposes to take certain measures to conciliate public opinion in China and to more favourably impress public opinion in other interested quarters where Japan's intentions in Shantung are viewed with suspicion and distrust.

The Korean Question has also engaged the consideration of the Conference, and the measures proposed for its solution brought the policy of Japan in Siberia a's under review. Korean nationalists—people who are strongly opposed to Japan's annexation of Korea—have been giving the Japanese authorities a great deal of trouble for many years. When the Japanese suppressed their organizations in Korea itself with a very strong hand, the nationalists migrated just beyond the borders, and conducted their campaign from Chinese and Russian bases. The Chinese territory of Chientao has during the past few years come into great notoriety in this respect, for Japan, failing to induce the Chinese authorities to suppress in the territory the disturbers of the Korean peace, secured some sort of assent to the dispatch of a military expedition into the territory. The strength of this force has been placed by critics as high as 15,000 men, but the Japanese authorities admit to no more than 8,000. A good deal has been printed in the Press of the Far East and also in certain papers in America and Europe about the "Japanese massacre of Korean Christians in Chientao," but the explanatory statements published on the Japanese side ridiculed the idea that their operations were conducted against Christians, and asserted that wherever so-called Christians were killed and their buildings destroyed, it was upon clear evidence that they were employed in a seditious and revolutionary campaign. Our immediate purpose is but to indicate the nature of "the Korean Question" as it presents itself to Japanese statesmen. It is reported that the measures decided upon by the Conference for the purpose of controlling the malcontents in the areas along the northern Korean border contemplate larger police forces to be stationed at the Japanese Consulates in this area. An agreement with the Government of the Far Eastern Republic, at Chita, whereby that Government will exercise control over Koreans in its territories is also proposed. This is expected to be one of the conditions of the Japanese evacuation of Siberia. China has given an undertaking in regard to Chientao which appears to be satisfactory, in its promise at least, to Japan, and a similar undertaking from the responsible Russian authorities in Siberia should contribute materially to a settlement of more than one problem on the mainland which is vexing the public mind of Japan. It is at least clear from the reports which have been published regarding the Conference in Japan that its aims have been entirely pacific, and that the policy of the reported decisions outlines is one of securing peace in North-East Asia by wise diplomacy. While it is evident already that this policy finds no approval in aggressive military circles in Japan, it would certainly inspire greater confidence in Japan throughout the world to have this pacific policy clearly delineated in a statement by the Head of the Government.

The *Empress of Asia*, on her last voyage made the trip from Yokohama to Victoria in 8 days 21 hours 38 minutes. This is stated to be a record.

A Chinese substitute engineer on the steam launch *Yankee* fell into the harbour on Saturday night, while fixing a rope, and was drowned.

The examination result of the 65th session, January-April, 1921, of the London School of Tropical Medicine has been issued. Amongst those who have passed is Mr. K. C. Cheng, M.B., B.S. (Hongkong).

Captain A. H. Walker, O.B.E., formerly in command of the ship *Cadmus* in China, has assumed the position of Assistant-Director of Torpedoes in the Department of Torpedoes and Mining at the Admiralty.

The Fire Brigade was called out early on Sunday morning to a small fire at No. 372, Queen's Road Central. Some material placed to dry in front of a fire had ignited but the flames were quickly extinguished.

Sir Otway and Lady Wheeler-Cuffs were among the passengers who arrived yesterday on board the Lloyd Triestino liner *Andania*. Sir Otway Wheeler-Cuffs is Superintendent Engineer of the Public Works Department of Burma.

The Chinese Government is collecting information regarding the Russian troubles held by Chinese subjects in Manchuria, with a view to negotiations with the Russian authorities at Chita for their redemption before the re-establishment of trade relations between the two countries.

The Postmaster-General announced that a portion of the mail from Egypt, India and the Far East, which arrived in London on April 20th, was seriously damaged by sea water during a heavy gale in the Mediterranean. It was feared that in some cases addresses would be indecipherable.

We read in a Home paper that big reductions in the price of oil fuel for shipping are being made at various ports throughout the world. At Hongkong, Singapore, Shanghai and Hongkong the price per ton has been reduced from 18s. to 13s., and at Suez and Australian ports from 20s. to 13s.

An engagement is announced between Lieut. Col. Eustace Clement Smith, 22nd Punjab, youngest son of the late Sir Cecil Clement Smith, P.C., G.C.M.G., and Lilias Cumming, daughter of the late Lieut. Col. Arthur Cumming, Gordon Highlanders, and sister of Sir Edward Dunbar, of Northfield, Barrow. Lieut. Col. Clement Smith arrived in Hongkong a week ago.

Three Chinese were charged, yesterday morning, before Mr. G. N. Ormer, at the Magistrate's, with being stowaways on the *Yankee* from Swatow. They denied the charge and said they were on their way to Singapore. Shortly after the vessel left Swatow, they were robbed of all their money by a thief on board. The Magistrate sentenced each man to three weeks' imprisonment with hard labour.

The Commissioner of Customs at Tientsin, in the reference in his annual report to the piece goods *debacle*, writes: "The condition at the end of the year is that Chinese purchasers, foreign importers, and the banks are all so deeply involved that normal trade conditions cannot arrive until this incubus is removed, which is estimated at 12 million pounds sterling, equivalent to 72 million taels at the exchange current on 31st December, 1920, but only 3 million taels if the tael had remained at 10s."

Lieut. Colonel F. S. G. Pigott, D.S.O., who has been specially attached to the suite of the Crown Prince of Japan during his visit to Great Britain, is a son of Sir Francis Taylor Pigott, who was legal adviser to the Prime Minister more than thirty years ago, and had a good deal of experience of Japan and the Far East (including a term as Chief Justice in Hongkong). During the war with Russia Lieut. Col. Pigott was specially employed in Tokyo, and qualified as a first class interpreter in Japanese. He was also attached to the Embassy for a period of three years, and afterwards served in Egypt and France during the European war.

The funeral of Princess Hsuan, the second wife of the late Emperor Tung Chih, took place recently at Peking. The ex-Emperor Hsuan Tung made the ceremonial offerings before the coffin at the Sining Palace, after which a procession was formed. The coffin was carried with Imperial Yellow Drapery. The procession passed, through lines of police and soldiers stationed along the route both inside and outside the city, out of the Shaan Gate to the Eastern Tombs. The escort was furnished by the 18th Division, the ex-Imperial Guard. Prince Tsai Tao, uncle of the ex-Emperor Hsuan Tung, followed the coffin in a motor-car. Two bands marched before the coffin.

A very distressing accident took place in a little creek near Route de Say Zong, on Saturday last week. A young country lad, Chu Mok-ken, was fishing for shrimps in the creek with two friends, when suddenly his hand came into contact with a tin in the mud. This he immediately drew to the surface and found that it was tightly covered and fairly heavy. Thinking there might be something worth while inside, he tried to take the lid off. In this he failed, and attempted to have picked up a stone and attempted to hammer off the lid when an explosion was heard. Frightened by the noise, he and his two companions soon brought many people to the spot, where it was found that young Chu had been killed. Death was instantaneous. Fortunately for his two companions, however, they were some little distance away when the explosion occurred, but despite this they sustained several minor injuries such as a result of which they had to be conveyed to St. Mark's Hospital for treatment. The other little fellow was immediately conveyed to the mortuary.



## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## ANOTHER STRIKE IN VIEW.

## COTTON SPINNERS VOTE AGAINST WAGES REDUCTION.

LONDON, May 30th.

The ballot of the Operative Cotton Spinners' Amalgamation on the wages question shows that 95.5 per cent of the operatives are against the proposed 30 per cent decrease. The mills close on June 4th, failing an agreement, but a negotiating committee of masters and men meet to-morrow.

Half a million workers are involved.

## MINERS' STRIKE.

## LANARKSHIRE REJECTS GOVERNMENT'S SCHEME.

LONDON, May 30th.

The first district meeting of the miners in Lanarkshire has rejected the Government scheme. There was not a single vote in favour of arbitration.

## REPARATIONS PAYMENT.

## GERMAN COURIER'S PRECIOUS VALISE.

PARIS, May 30th.

Bonds worth 250 million gold marks have been handed over to the Reparations Commission by the German courier, who arrived in Paris last night, with the bonds in an ordinary diplomatic valise.

## TASK BEFORE GERMANY.

BERLIN, May 28th (delayed).

The German Chancellor Herr Wirth, addressing a meeting at Karlsruhe, asserted that Germany could convince the world of her goodwill only by repairing the ruins which Germany caused.

## SILESIAN QUESTION.

PARIS, May 28th (delayed).

The Cabinets in Paris, London and Rome are in communication regarding their views about the Upper Silesian question. The British and the French Government seem to think it an interesting proposition, which the Italian Government has suggested, of submitting for ratification to the Supreme Council the result of the communications, and to commit to the Ambassadors' Council the details for carrying out the decisions.

## TRIAL OF WAR CRIMINALS.

BERLIN, May 28th (delayed).

According to the terms of the 'Allies' ultimatum to Germany, the trial of war criminals began, on May 23rd, at Leipzig. After the English witnesses had given evidence the German sergeant Heynen was sentenced, to-day, to 10 months' imprisonment as being guilty of ill-treating British prisoners of war.

The second trial has begun with the case of Captain Muller who is accused of a similar offence.

## U.S. NAVY.

WASHINGTON, May 30th.

The House of Representatives' Naval Committee has approved of the bill authorising the construction of a high-speed ship to carry about 80 aeroplanes at a cost of \$25,000,000.

## STRUCK BY LIGHTNING.

WASHINGTON, May 30th.

A message from Morgan Town (West Virginia), says that an army ambulance aeroplane crashed from a great height during a thunderstorm at night time. It is supposed that it was struck by lightning. All the occupants, 5 officers and 3 civilians, were killed.

## WORLD'S CRISIS.

## ARCHBISHOPS RECOMMEND PRAYER.

LONDON, May 30th.

The Archbishops of Canterbury and of York, after consultation with the other Church authorities, including the President of the Free Church Council, have issued a manifesto urging the need of prayer at this time of anxiety. They recommend a special prayer for the nation and the world, particularly as regards Ireland and industrial and international conditions, in all churches, on June 28th, on behalf of statesmen and all holding responsible office everywhere in the Empire.

## POLO TEST MATCH.

LONDON, May 30th.

The first Polo Test Match will be played at Hurlingham on June 18th. It is asserted that the English team has not yet been chosen.

Experts favour the quartet composed of Lieut.-Colonel Tomkinson, Majors Barrett, Lockett and Lord Wodehouse (back), but substituting Lieut.-Colonel McNeill for Major Barrett.

## MIDDLESEX TENNIS SINGLES CHAMPIONSHIP.

LONDON, May 30th.

The Middlesex Singles Tennis Championship at Chiswick was won by Dr. A. H. Fyfe (an Indian), who beat F. Hunter by 4-6, 6-1, 6-3, 6-4.

## OBITUARY.

NEW YORK, May 30th.

The death has taken place here of the Civil War veteran General Porter.

## TEA-GARDENS COOLIES.

## CHOLERA SPREADING AMONG MR. GANDELI'S DUPES.

CALCUTTA, May 29th.

Owing to the incitements of political agitators, thousands of coolies left the tea-gardens of Assam and proceeded to their homes, but many were stranded at Chandpur, owing to the lack of funds and because of the steamer, which Mr. Gandeli was supposed to have chartered to repatriate them, not materialising. Cholera is spreading there amongst them.

## SINN FEIN OUTRAGES.

LONDON, May 29th.

It is officially announced that Major Compton-Smith, D.S.O., of the Welsh Fusiliers, who disappeared from Ballyvaughan, Cork, on April 18th, was murdered by Sinn Fein.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CROWN PRINCE OF JAPAN.

LONDON, May 29th.

Prince Hirohito, late London for France after a most successful visit.

LONDON, May 30th.

Prince Hirohito was escorted to France by nine destroyers.

## JAPAN AND GREECE.

JAPANESE STEAMSHIP HELD UP.

A Japanese steamship bound for Constantinople from Siberia, with 1,000 Turkish prisoners on board, was recently stopped by a Greek torpedo-boat, and it is being detained in Mytilene. The Japanese Government says the Greek correspondent of the Daily Telegraph has lodged a vigorous protest against this proceeding, putting forth the argument that since Greece is not at war with the regular Turkish Government, she is not entitled to detain a ship going to Constantinople. The Japanese Government states, in addition, that full pecuniary compensation will be asked from Greece for every day spent by the ship at Mytilene. The Turkish Government in Paris protested to the French Government against the action of Greece, but he was referred to Athens. Legal experts are studying the complex technical problems of international law to which the Greco-Turkish hostilities are now giving rise.

A "Diplomatic Correspondent" of the Daily Telegraph writes: The s.s. *Heimei Maru*, the Japanese vessel which was conveying to Constantinople from Siberia some 1,100 ex-Turkish prisoners of war, including 100 officers, but was "arrested" by a Greek warship and detained at Mytilene, is being dealt with in the friendliest spirit, with no attempt at legal "scores," but merely with an eye to a practical solution, the chief negotiator being the Japanese Ambassador and the Greek Charge d'Affaires in London. There is absolutely no foundation for the suggestion that Japan has adopted a "mandatory" or otherwise unfriendly tone over this very minor incident.

## SENSATIONAL RUMOURS AT HARBIN.

## SEMENOFF'S ACTIVITIES.

[ASIATIC NEWS AGENCY.]

HARBIN, May 18th.

A rather sensational report is in circulation among the foreign and native circles in this city to the effect that Ataman Semenoff has established connections with the ringleader of the Manchurian Restoration Party, Prince Suh, in Port Arthur for military and financial co-operation in Manchuria, Mongolia and Siberia. Prince Suh, former President of the Ministry of the Interior, has been living in Port Arthur since the downfall of the Manchurian Rule in 1911, and is now appointed ex-Viceroy Sheng Yun, as his chief representative in the three eastern provinces of Manchuria with his headquarters in Heilungkiang so that he may always keep in close touch with Semenoff's activities. According to reliable reports in the possession of the Chinese authorities, the aim of Semenoff is to use the territory of the Chinese Eastern Railway as his base of military operations against the Far Eastern Republic of Siberia, while the policy of Prince Suh and ex-Viceroy Sheng Yun aims at the restoration of the Manchurian Dynasty in China. If this cannot be done, adds the report, then the Manchurian Restorationists will raise the cry of "Manchuria for the Manchus" in the hope of re-establishing the decadent Manchurian Empire. The Chinese officials are greatly alarmed because it is feared that the joint movement of Ataman Semenoff and Prince Suh is connected with the present serious situation in Outer Mongolia.

MUKDEN, May 18th.

The Princes and Nobles of the six Khanates of Eastern Mongolia have arrived in this city for the purpose of a special conference for the discussion of the serious situation in Urga and the ways and means of protecting their interests. The Government at Mukden has wired to Marshal Chang Tso-lin urging him to return to his post without further delay because the significance of the coming special conference of the Mongolian Princes and Nobles in its relation to the Sino-Mongolian muddle is obvious. That the Peking Government realises the importance of the coming conference is shown in the fact that they have promised the Mongolian Princes the following assistance vis-a-vis the Urga muddle:

(1.)—The Chinese Government will guarantee the safety of the six Khanates of Eastern Inner Mongolia against Urga raids.

(2.)—Armed forces will be despatched throughout the Sulu Mountains to attack and recapture Urga and other places.

(3.)—On the arrival of the Chinese armed forces, the Princes and Nobles of the six Khanates and Djassaks of Eastern Inner-Mongolia should despatch their troops to co-operate with the Chinese Commanders both for defensive and offensive purposes in harmony.

(4.)—The Central Government of China will furnish funds and firearms for military co-operation between the Chinese and the Mongolian forces in Eastern Inner Mongolia, but foodstuffs and fodder must be procured locally at reasonable prices.

## THE AMERICAN MINISTER ON TOUR.

## WHAT AMERICA IS DOING FOR CHINA.

[ASIATIC NEWS AGENCY.]

KAIFENGOW, May 17th.

Advices from Sinyangchow report that when he passed through that city en route for Hankow last week on a tour of inspection of commercial and industrial conditions in the Central Yangtze Valley, Dr. Crane, the American Minister, and his party were entertained by the "Christian" General Feng Yushang, commander of the sixteenth mixed brigade of the Peiyang Army. Dr. Crane inspected the artillery and machine-gun companies of the brigade, and he and General Feng made speeches about Sino-American relations. In reply to a toast proposed by General Feng, Dr. Crane said that in return for China's tea, silk and other valuable goods, the United States of America are supplying to China modern science and well-organized Young Men's Christian Associations in Peking, Tientsin, Shanghai, and other big cities of China; even in Sinyangchow, there is a branch of the Y.M.C.A. for the benefit of the officers and soldiers of the sixteenth brigade, and he added that in Peking, the well-known American "oil king" is spending a large sum of money for the construction of medical houses for the Chinese people with a view to enable them to fight with the assistance of modern science, against typhoid fever and other dangerous diseases which have caused and are still causing the death of millions of people among the Chinese every year.

After the entertainment, the American Minister left for Hankow on a special car of the Peking-Hankow Railway assigned for him by the Chinese authorities, while Mr. Palmer returned to the Capital. It is reported that this is the first time the natives of Sinyangchow have heard the speech of a prominent foreigner and the fact that it was a speech by a representative of one of the World Powers accredited to China made a deep impression upon the audience.

The American Minister, Dr. Crane, paid a flying visit to Changsha from Wuchang and Hankow unofficially. When the Hunan Government authorities came to know about it, the distinguished visitor had already left for Wuchang again, via the Changsha-Wuchang Railway, so that there was no official reception.

## THE COST OF LIVING IN JAPAN.

## AN AMERICAN REPORT.

An early return to the days of inexpensive living in Japan is not hoped for by the members of the Tokyo-Yokohama Post of the American Legion. Statistics recently compiled by a committee consisting of Dr. J. F. Abbott, Mr. H. B. Peirce and Mr. S. C. Bartlett, give itemized accounts of the monthly expenses of American Legion men in Tokyo and Yokohama. They show the mistake in the belief that Japan is a land of low prices, and each man's report, while admitting that "something should be saved" out of the monthly salary, shows that such saving is seldom made.

First of all, say the American Legion members, living in Japan lacks the luxurious tinge with which returned travellers to the United States have been prone to arouse an interest in this part of the world. Only one man in the list who made reports to Dr. Abbott's committee spoke of this country as one where luxurious living conditions prevailed. He said: "It is luxurious, or better to say, lazy, it seems necessary to have servants, and these are so inefficient that it takes two to do the work of one."

\$375 IS MINIMUM.

Salaries considered fairly good in the United States are not "good" salaries in the Orient, the result of the investigation shows. For example, these statistics give an idea of average salaries in Tokyo and Yokohama, salaries which many of the questionnaires reported were not sufficient to allow any saving whatsoever:

	Per Month.
Single men, boarding	\$291
Single men, in mess	\$75
Family men, boarding	\$68
Family men, renting houses	\$41

The report of the American Legion Committee should be particularly interesting to men in the United States who contemplate accepting positions in the Orient. "It will be noted," says the report, "that in arriving at the dollars required a sum in round numbers is given. It is the feeling of the committee that no one should come to Japan for sums less than the above. Unless it is definitely known that a house or 'mess' is provided, he should consider the salary for boarders as the one to insist on."

LITTLE HOPE OF RELIEF.

Little hope for relief from the present high prices is seen in the replies given to the American Legion questionnaires. Of 17 men making prophesies as to the probable changes in costs during the present year, eight see little prospect of changes, five anticipate increases of from 5 to 20 per cent, while four hope for decreases of from 5 to 10 per cent.

Difficulties in finding permanent quarters are also noted in the list of replies sent the American Legion Committee. Asked regarding the length of time it had taken to secure permanent quarters, the average time needed in house hunting was two months and 10 days. One reply said that it took nine months to find a house.—*Japan Advertiser*.

## CHINA AND THE ANGLO-JAPANESE ALLIANCE.

## A PROTEST.

PEKING, May 22nd.

The Chinese Press Association in the Capital has wired to the British and the Japanese Governments and papers protesting against the insertion of anything concerning China's political independence or territorial integrity in the Anglo-Japanese Alliance which will be renewed in July this year. References to the fact that in the first Anglo-Japanese Alliance, Korea was recognised as an independent State and her independence and integrity were guaranteed by the two Powers, Japan, notwithstanding this, annexed Korea under the protection of the Alliance without one word of protest from the British Government, so that the Alliance is an independent sovereign State, her Government and people will never recognize anything in the Alliance which had been inserted without their previous knowledge or consent, and they will regard it as a great national insult to China if the two contracting Powers disregard this advice. Further, the Chinese journalists are of the opinion that, with the exception of Japan, who is still a dangerous and ambitious military Power who covets special interests in this country, there is no danger to China from an international point of view, now that Germany and Russia have been eliminated. Copies of the telegram will be sent to the British and Japanese Legations.—*Asiatic News Agency*.

After some twenty months' work and a large number of meetings, the Joint Committee appointed to consider whether a working arrangement for amalgamation between the Royal Colonial Institute and the Overseas Club and Patriotic League could be devised have, with great regret, been forced to the conclusion that amalgamation is not practicable. Difficulties, which in the aggregate are now found to be insuperable, have arisen in the course of the negotiations. It is satisfactory to be able to state that the negotiations have been harmonious throughout, and that the final decision was unanimously arrived at. The Councils of both Societies feel assured that though amalgamation has not been attained, the Royal Colonial Institute and the Overseas Club and Patriotic League will continue to work independently in a spirit of friendly co-operation for the ideal of United Empire which they both have at heart.

## THE RESOURCES OF KIRIN.

## A LAND OF LIMITLESS POSSIBILITIES.

A statement issued by the Bureau of Economic Information, says:—

Although Manchuria is a land of limitless possibilities for agricultural and mineral exploitation, its resources have been developed in a far higher degree than those of the other outer territories of China. This is due to its geographical position, which gives it a peculiar political significance as a buffer territory between Russia and Japan. As commerce is inseparably the partner of politics in the Far East, it can be readily appreciated that Manchuria, which is such an important area in the line of overland communication between East and West, does not lack in people who are interested in its industrial development, especially as its potentialities are so immense. But when it has been conceded that Manchuria has been tapped on a larger scale than the other outer territories, the last word has not been said regarding the commercial enterprise that might be brought to bear throughout the Three Eastern Provinces. Far from it. The field is as extensive as it is rich, all the natural advantages for successful exploitation are at hand, but the great drawback is the scarcity of labour. The population—approximately 8,500,000 inhabiting an area of 383,000 square miles, giving a density of 23 per square mile is absolutely inadequate to cope with the cultivation of the vast tracts of land that are still virgin. Colonisation has been growing apace in the last year or two, and the thickly populated provinces of Shantung and Chihli might easily yield its surplus labour to the profit of every body concerned.

Kirin, the eastern province of Manchuria, contains many rich plateaus where grass sometimes grows six feet in height. Yet it lacks the necessary labour and the modern appliances which would ensure the best results. Statistics which have recently been collected after an official investigation into the province's economic resources make these facts abundantly clear. The total output of wheat is taken approximately at 27,513 piculs annually, but the number of mills is very few, and generally, orders have to be accompanied with deposits so as to ensure delivery. The yearly output of barley is reported to be in the neighbourhood of 23,850,000 piculs, and as the local demand is very small (as is the case with regard to wheat), the produce is sent to Russia and Japan, which countries also import the wheat. Other agricultural products are kaoliang, corn, rice, and great millet, the latest official figures of output—for 1916—being as follows:—

	Piculs.
Kaoliang	230,460,384
Corn	109,711,047
Rice	2,011,691
Great millet	1,902,008

The above-mentioned products are mainly consumed in China in the form of foodstuffs or used for the manufacture of wine and vinegar. The local crops of rice are of an inferior quality and Japan supplies a great quantity every year which is transported to Kirin by way of Korea. The local farmers have only realised of late the advantages of growing grain, and it may safely be assumed that the figures in the future will more faithfully reflect the productivity of the Kirin regions.

## THE GOLD STANDARD IN SOUTH MANCHURIA.

## JAPAN EXPELS CHINESE OPPONENTS.

MUKDEN, May 30th.

Mr. Li, Chief of the Chinese Exchange and of the Chinese Bank in Dairen, and a few other prominent Chinese merchants and business people have been expelled from the Japanese leased territory by order of the Civil Administrator on the ground that they oppose the adoption of the gold standard in Dairen. Many other Chinese merchants and a few Japanese business men have been summoned to appear before the Civil Administrator to be admonished. Unless they change their attitude towards the gold standard question they will likewise be expelled from Dairen; but in spite of this strong action, the majority of the Chinese businessmen maintain an antagonistic attitude towards the change which seriously affects their commercial and industrial interests because, just outside of Dairen, the Chinese silver standard is used by all classes of foreign and native firms in the three eastern provinces of Manchuria. It is to be feared that the matter will become an international question to be settled between Japan and China because business in all sorts of trades in Dairen and between Dairen and Mukden and other cities, with the exception of the small percentage of business which is in Japanese hands, is suspended by the Chinese commercial houses.—*Asiatic News Agency*.

In order to propagate communism in Japan and all over China says the *Manchuria Daily News*, the Russian Soviet Government has organized a Far Eastern propaganda corps with 300 Russians, Chinese, and Koreans, who have graduated from the propaganda schools at Moscow, China, and Irkutsk. They are said to have left Irkutsk lately for Japan, Shanghai, Peking, and Tientsin.

## MODERNISM IN ANHWEI.

## THE SUPPRESSION OF "DANGEROUS THOUGHT."

ANKING, May 13th.

There is an interesting news item to-day, concerning the so-called Chinese militarists and the Chinese journalists in Anhwei province. Under the pretext of the prevention of the entry of the dangerous Russian Bolshevik doctrine into the Central Yangtze Valley, General Chang Wen-sheng, Military Governor of Anhwei, this morning suddenly issued orders to the police instructing him to seal up the doors of the daily vernacular *Mingyen Pao* or "Voice of the People" and the weekly *The New Aphel*. The editors of the two papers are one of them English-educated and the other American-educated students who only returned to this country about two years ago, and since they have been engaged in journalism in this province. Owing to their antagonistic attitude towards the officials, from the Civil and Military Governors downwards, who have been usually called "The Super-Beggars or Parasites of the Republic," the two editor-proprietors of the publications, Mr. Wong and Mr. Lin, have been long regarded by the higher authorities as their enemies. The present case is interesting because, during the course of the last several months, the journals have been printing the lectures and articles on philosophy by the well-known British writer and educator, Mr. B. Russell, from the Capital with their own sharp comments relating to the Chinese political situation. Owing to his limited knowledge and education, General Chang Wen-sheng (a near relative of the famous monarchical ringleader, General Chang Hsun) mistook the articles for Russian Bolshevik propaganda, with the result that the two editors were arrested by the soldiers after the sealing up of their offices, and they were roughly handled by them. The young men were treated as "dangerous people" and they were put into the prison for highway robbers and bandits who are awaiting capital punishment, and their relatives and friends are prohibited from seeing them or sending any food to them. For the purpose of keeping the people in ignorance, the reproduction or republication of any of the writings of Mr. Russell and Dr. Dewey, together with articles by the well-known Chinese modern writers, such as Dr. Hu Shih and others of the Peking Government University, is still prohibited by the authorities. Chinese book-sellers can only sell these writings and books secretly. The prohibition is so strict that the President of one of the Government-controlled colleges here has issued instructions forbidding his students and pupils to buy or to read any of the books which are branded as "dangerous to Chinese Confucianism and Mencianism."—*Asiatic News Agency*.

## TRAMWAYS IN PEKING.

## THE PROJECTED LINES.

Based upon the plan drawn up in 1913, the Peking Tramway Company will build eight main lines through the different principal streets of the city. These projected lines are as follows:—

- 1.—From the Hsuan Wu Men to the Hatamen through the streets outside the Tartar City such as Tsai Shih Kou, Wu Feng Chiao, Chu Shih Kou, etc.
- 2.—From the Hsuan Wu Men to the Hsi Chi Men through the main streets inside the Tartar City.
- 3.—From the Hsuan Wu Men to the Fu Cheng Men.
- 4.—From the Hatamen to the Tung Chi Men through the streets inside the Tartar City.
- 5.—From the Hatamen to the Chao Yang Men through the streets inside the Tartar City.
- 6.—From the Yung Ting Men to the Teh Sheng Men through the Chien Men.
- 7.—From the Hsi Chi Men to the Tung Chi Men through the Hsi Chi Men Street, Hsi Shih Pai Lou and Tung Shih Pai Lou.
- 8.—From the Hsuan Wu Men to the Hatamen through the main streets inside the Tartar City such as Hsi Chang An Chieh and Tung Chang An Chieh.

The above plan is, however, subject to modifications when the authorities deem it necessary. Only the line at the Chien Men will pass through the Chien Men City Gate. The other lines inside and outside the Tartar City will make each city gate their terminus without passing through it.

A Chinese news agency states that Chinese officials are taking shares in the company to the extent of two million dollars and the Government is subscribing an equal amount from the loan by the Banque Industrielle de Chine. The new contract signed with the French Bank gives equal rights, and power to the French and the Chinese in the company which will be under the direction of the Peking Municipality, acting for the Ministry of the Interior, while French interests will be represented by the Banque Industrielle de Chine in the Capital. The subscription list will close at the end of May and only Chinese subjects are permitted to purchase or own them. Surveys of the lines will be completed by Sino-French Engineers shortly and the constructional works will be commenced as soon as the tramway materials have arrived from France.

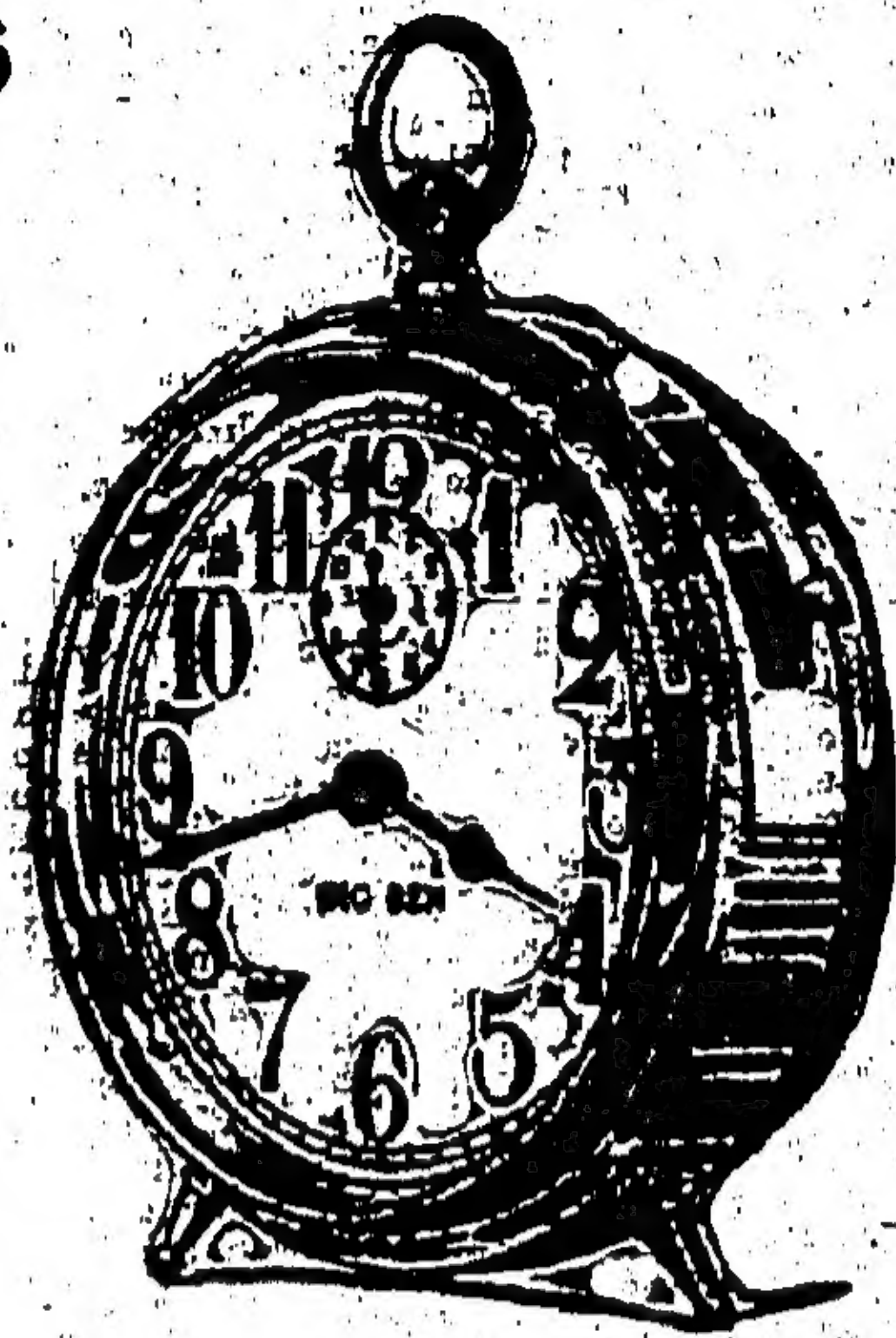
Though Anzao Day will in future be celebrated as a public holiday in Australia, the Australian Imperial Force has officially ceased to exist, all patients in hospital, automatically taking their discharge and becoming pensioners.



# Big Ben

WORLD'S

BEST



ALARM

CLOCK.

OBTAINABLE AT ALL STORES.

## REPULSE BAY HOTEL.

THE Management beg to announce that the WEST WING EXTENSION and the NEW GARAGE will be completed during the month of June, 1921.

The Management having received numerous applications for monthly quotations from local residents who are not owners of private cars, have decided to allocate a limited number of rooms for this purpose, and now beg to announce the following inclusive rates:—

Two (2) persons occupying one double room with private bath, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e., one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$400 per month for two persons.

Four (4) persons occupying two double rooms with private bath, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e., one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$450 per month for two persons.

The difference in rates above quoted is explained as follows:—The rate of \$400 is for two persons in one car, and the second quotation of \$450 covers cases where four persons are prepared to share one car for transportation.

No extra charge to residents will be made in connection with the regular Tea and Dinner Dancers or Entertainments held at the REPULSE BAY HOTEL.

Monthly residents will also be entitled to the free use of the individual bathing tents on the beach.

For further information apply in writing to the undersigned.

HONGKONG HOTEL CO., LTD., J. H. TAGGART, Manager.

[653]

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[68]

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## PARIS FASHION NOTES.

DROP OF THE WAIST-LINE.

CRAZE FOR BEAUTIFUL LININGS.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, March 28th.

The waist-line grows longer and longer, and threatens to drop, as time goes on, as far as the knees. Up till now it has reached to a good four or five inches below the normal line, and some designers in an attempt to lengthen it, have thought of the idea of making it finish in a peak or curve at the back. This gives to the back an unusually long line and tends to suggest slenderness in the case of the woman who is both fat and forty.

Many designers are outlining the waist-line with a strip of monkey fur, a tracing of embroidery, or a band of braid, but the majority are leaving the more simple finish of a join. This slenderness is very often finished off with a bunch of pleats, gathers or flutes at each side, an idea which is what remains to us of the panier craze of last season.

An elegant model of this type in mole *retours de laine*, was made with a shaped back fitting on to a skirt part which also forms a long panel up the front; the long waist line dipped at the back, and the skirt was gathered into regular gathers at the sides. For trimming there was a long folding-over seal-like collar watching to the waist line in front, a pair of cuffs in the same fur and a big fur button to fasten the coat in front. Like all the coats and jackets of the moment, this one was lined with an exquisite patterned silk.

This craze for beautiful linings is very noticeable, and distinct this season. As a rule the simplest of coats will show a most lovely lining in figured silk or satin, or even brocade. And it is the same with the lining of tailor-made jackets. Gone is the white or dark plain lining, and in its place is one on which very often the coat or jacket depends for its effect. An elegant Parisienne will choose the colours of her dress to match the lining of her coat; she will even go as far as to have her frock match exactly with the lining she has chosen for her coat, so that when this latter garment is thrown open the frock and the lining constitute a perfect harmony. A pretty effect obtained in this way showed a black net dinner gown embroidered in circular motifs in dull red, jade and green tones; the coat worn with this was in pearl grey duvet, and the satin lining showed circular motifs in dull red, jade and gold tones to match the dress, the whole constituting a most beautiful effect when the wearer slipped off her coat.

In passing, I might remark that our old friend teddy bear cloth will come into fashion once more this season. At present, it is not much to be seen, but as the days become colder it will figure in most of the heavy types of coat, and coats destined for wear when motoring will be made almost exclusively from this material.

RAGE OF THE MOMENT.

The tailor-made is the rage of the moment, worn in conjunction with smart furs and a black velvet or hatter's plush hat. More and more the long, slim coat is being worn, and the smart little sac coat, so popular a short time ago is being relegated to the limbo of dead fashions. Although shaped into the figure, the new coat is by no means stiff or harsh to wear. It suggests rather than moulds the figure, and even gives an idea of slenderness and fullness. The open neck with the roll collar is not much worn on the new coat; instead, there is a high collar buttoning round the throat either by one fancy button or else fastening with a scarf that is thrown over the shoulder. The tailor-made itself is invariably in black, nigger, or dark navy, but a bright note is introduced with the blouse, which is in some gay shade of *crepe de Chine*, jersey de soie, or *Georgette*. Such a blouse, with one of the elegant linings I have just referred to, supplies all that is wanted in the way of trimming and decoration.

Shoes and stockings occupy quite an important place in the wardrobe of a modern woman of fashion. The rage for silk stockings has increased to such an extent and women are paying such fantastic prices in order to obtain this article of luxury that it is wise to be in the Chamber of Deputies seriously considering the advisability of prohibiting the sale of any but cotton, woolen and thread stockings. During the debate held on this question it was stated that the majority of women spend more on silk stockings than they do on the rest of their clothing. Whatever the future holds in store for them in the way of Acts of Parliament, Parisiennes continue to wear silk stockings on any and all occasions. No matter how high the price, nor how bad the quality, if you look at the ankles of three women out of four you will notice that they are wearing silk stockings. Many of them are of artificial silk, of course, but for all that they are costly and little likely to last. At the commencement of the season, a return to the thread stockings Frenchwomen were so fond of wearing, not so long ago was announced, but has not been justified since.

For day wear, these silken luxuries are as a rule quite plain and mostly in black. *Tulle de soie* is an exceedingly becoming shade to wear with black shoes, and lends itself admirably to the effect of the flesh showing through the transparency of the tissue. Grey, also, may be worn with a black shoe; but all other shades, such as brown, beige, buff, or raven blue, must be worn with shoes to match in colour. For evening wear, the precious article of the lustre of the silk is added to by means of embroidery, mostly in coloured shades. Another whim is to inset insertions of knex silk lace down the front of the stocking, reaching from below the knee to the toes, or else lace motifs which are scattered here and there. In exceptional cases, one sees spangles and silver and gold thread taking the place of the embroidery and lace.

(Continued at foot of next column.)

## THE PARIS-PYRENEES-PARIS TRIAL.

One of the most arduous of Motorcycle Trials. Course over 1350 miles of none the best of roads. Most of the travelling was through treacherous country roads. Rivers and streams have to be forded and still gradients climbed. ROUTE. Start was made from Paris on the 30th ult., and via various French towns and villages to Pau, situated in the Pyrenean Mountains. From Pau to Toulouse, by the mountain passes of the Pyrenees, and to Bordeaux by the 5th inst. From Bordeaux back to Paris.

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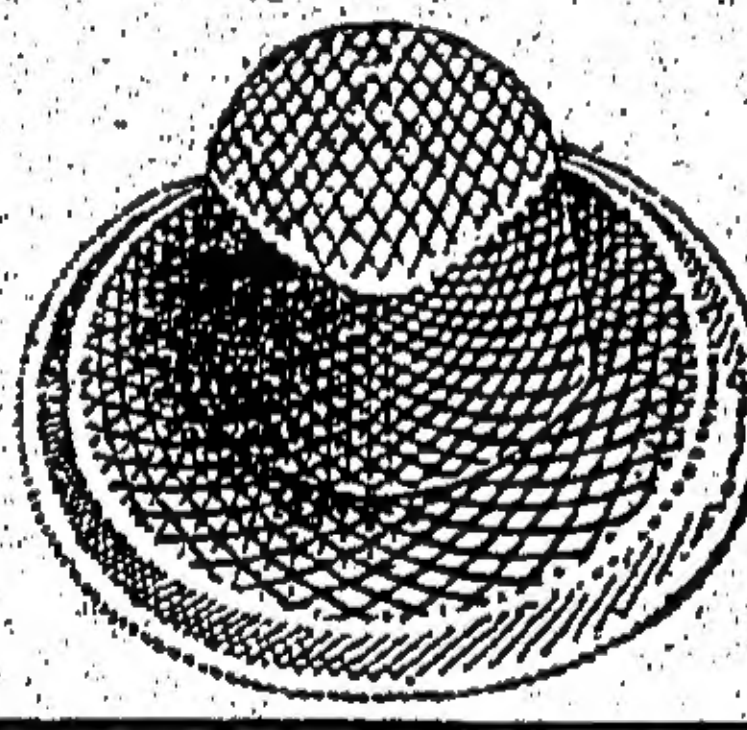
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important qualities. It "restores

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have it." Probably no popular

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KAGA MARU ... Friday, 8th July, at 11 a.m.  
YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.**HAMBURG, MARSEILLES, LONDON & ROTTERDAM**

LIMA MARU ... Middle of June.

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NIKKO MARU ... Tuesday, 19th July, at 11 a.m.  
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TOBA MARU ... Friday, 24th June.

**SOUTH AMERICAN PORTS via CABLE.**

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YOKOHAMA MARU ... Monday, 12th June, at 11 a.m.For further information, apply to—**NIPPON YUSEN KAISHA**  
Telephone Nos. 231 & 232. S. YASUDA, Manager.**REGULAR FREIGHT & PASSENGER SERVICE****KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

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S.S. "HOZU MARU" ... on or about 7th June.

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For further particulars, please apply to—

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Tel. No. 140.**SCOTTISH LETTER.****A NOTABLE WIND-JAMMER.**

50,000 FEET OF CANVAS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 30th.

In these days, when so much is being written about the economic possibilities of oil over coal fuel in ship propulsion, the launch of a five-masted steel sailing vessel is an event of more than passing importance. The Kobenhavn, which has been built at Leith for Danish owners, will be one of the largest wind-jammers in the world. And its appearance is a welcome indication that the romance of the sea is not yet dead. For, despite the efforts of Mr. Kipling and others to throw poetry round the tank, steam-driven vessel of commerce, the sailing ship has been, and will always remain, the emblem of romance and adventure on the sea.

Some features of the great sailing vessel are a reversion to the old days. The figure-head, for instance, reappears. The graceful, tapering bowsprit springing from the slender bows projects over the figure of a mail-clad Norse warrior, with sword and shield, gracefully disposed in harmony with the lines of the ship's bows. The anchor is not the cramped patent device of the modern steamer. It is the anchor of earlier days, with its long stalk and powerful flat flukes. The crew, of 42, has lost its old significance. The crew of 42 are housed elsewhere, and much more comfortably.

The building of a ship of such a size is an indication that for some classes of trade the sailing vessel is still the most economical and serviceable. It links up modern commerce with the epic of the sea in which there figure the Flying Dutchman of tradition, the vessels which used to make their stormy passages round the Horn, the old China clippers—the *Cairnholm*, the *Red Jacket*, the *Cutty Sark*, and all the rest of them—and, in more recent times, the Loch Line vessels, that used to ply from the Queen's Dock in Glasgow to the remote places of the globe.

The new vessel is square-rigged on four masts and fore-and-aft rigged on the mizzen mast. She is 380 feet long, with a beam of 42 feet, a sail area of 50,000 square feet, and carries a deadweight of over 5,000 tons.

Other big ships are the five-masted barque *France*, built in Glasgow in 1880, 381 feet long, with a gross tonnage of 3,942. The *Astral*, 332 feet long, gross tonnage 3,222. The German barque *Potsdam*, 380 feet long, gross tonnage 4,027, with a deadweight capacity of 6,200 tons. The *Preussen*, built in Germany, and wrecked at Dover in 1910, 4,081 tons gross. And the *R. G. Rickmers*, 441 feet long, gross tonnage 5,548, and with a canvas spread of 50,000 square feet.

During the war many speculations were indulged in as to the mood in which our younger men would return from the battlefields, and in what directions they would desire to find employment. As was generally expected many refused to re-enter their old occupational grooves. In Scotland one striking feature was that thousands of young men took advantage of the facilities offered by the Government through the Universities. The demand for training was greatest on the scientific side, chiefly in chemistry. It was evident that contrasts between British methods and those of our chief European rival had emphasised the importance of chemistry in industry.

Another tendency, however, which has revealed itself is for young men to turn away from sedentary occupation and find more congenial employment in craftsmanship which demand technical training and intelligence. While in some cases the sons of the artisans are aiming at professional careers, there are sons of middle-class parents who look to industry for the fulfilment of their ambitions. The demand is industry to-day for technical, allied to technical training and knowledge of applied science, meant greater rewards in this sphere than those offered in many cases in the black-coated professions, entrance to which involves lengthy educational courses.

Professor Laurie, of the Edinburgh Heriot-Watt College, says that large manufacturing firms are now employing as salesmen or travellers men of scientific training; and large engineering firms are making inquiries regarding young men in their final year in the technical schools.

**KITCHENER'S LAST JOURNEY.**

The town of Thurso is renaming one of its principal streets "Kitchener Road." It was the street through which the late Field-Marshal passed on his journey to join the ill-fated *Hampshire* shipyard strike party.

**A LARK WITH BURNS.**

The interest that attaches to the personality of Robert Burns is always stirred when one of the Burns family comes under notice in any degree. Among the students who stopped on the platform of the McEwan Hall last week to be "capped" by the Principal of Edinburgh University was a great grand-nephew of the poet. Naturally he was regarded with special interest by those of the gathering who were aware of his lineage. One failed, however, to detect in him any likeness in features to his distinguished relative, and there was no resemblance at all between the somewhat slim figure of the young student Master of Arts and the stalwart ploughman poet with the dark flashing eyes. The poet's great grand-nephew is Mr. Thomas Hutchison Burns-Begg, who intends to enter the Divinity course at Edinburgh University next year. His great grandmother was Isabella Burns, the youngest sister of the poet. Her son became the school-master of Kinross, and his son was

Sheriff-Clerk of Kinross. The mother of the new graduate resides at The Bield, Kinross.

**THE GAELIC.**

There is a boom in Gaelic all over Scotland. Societies are springing up everywhere advocating the claims of the ancient language of the Gael.

Lieut.-Col. John MacGregor, I.M.S., is an enthusiast in the cause, and has been telling the members of the recently formed Tir Nan Bheinn Society in Edinburgh that during all his wanderings he never forgot the language of his race. He read it every day of his life as a sacred and pleasant duty.

The London County Council gave the use of one of their schools in the city for Gaelic classes during the winter months, and these have proved so satisfactory that they are to be continued next autumn. There are two classes—one for beginners and the others for "improvers," as they might be called. The class for learners numbered about 20 men and women of different ages, varying from 18 to 45.

**NEW CLAN LINE.**

The Ayrshire Dockyard Co. Irvine, has launched the steamer *Clan Macnair*, which they have built for the Indian trade of the Clan Line. The dimensions are:—Length, 405 feet; breadth, 33 feet 3 inches; depth to awning deck, 30 feet; 8,900 tons deadweight. The vessel has a cruiser stern, which adds to the space available for the native crew. The company's locomotive is a professional. As has been expected for many months, Mr. Gordon Lockhart, the well-known Prestwick St. Nicholas golfer, has joined the ranks of the professionals. He has accepted a post at the great new course at Glenageary. The regret felt that he will not figure again in amateur golf is counterbalanced by expressions of satisfaction that he should not have followed so many of his fellowcountrymen across the Atlantic.

Of course, the appointment means a big loss to our home golf. He was one of the half-dozen British amateurs, and opinion would have differed only as to his place among the half-dozen. He was at to win the Amateur Championship any time within the last ten years; though, of course, for almost half of that time he was engaged in other and sterner fighting. He was in the semi-final when the Championship was played over Prestwick ten years ago, and went down to Mr. Hilton, the ultimate winner. Mr. Hilton was, therefore, a good judge of the progress Gordon Lockhart had made as a match player in the intervening years between that Championship and last year's at Muirfield. "Watching Gordon Lockhart play at Muirfield," he wrote, "it struck me that he was a distinctly more contained and finished player than he had been in pre-war days. He seemed to control his shots better, and moreover, play with the object of controlling them. In the old days he gave one the impression of being a somewhat haphazard player who might go to pieces at any moment. ... That he is a better golfer than he was I am convinced." That was an impression shared by most people who watched him play his great matches with Mr. Howard Whitney, Mr. Angus Hambo, and Mr. Robert Gardner, though perhaps the impression was as much in his match-playing temperament as in his golf.

Apart from his rather unlucky defeat at Muirfield, Gordon Lockhart's last season as an amateur was one of continuous success. He won the Tennant Cup and the Hillhouse Cup, two West of Scotland trophies. He won the Dundee Telegraph tournament out of a big field at Glenageary; and with Mr. John Wilson as a partner he scored his sixth win for Prestwick St. Nicholas in the Evening Times foursome tournament. He has won the Irish Open Amateur Championship, and been runner-up and semi-finalist in the same event. He represented Scotland twice in the International, and he has won more open tournaments in Scotland than he possibly remembers. He holds the amateur records of Turnberry and Prestwick St. Nicholas, where his handicap is plus 6.

Last autumn there was talk of his going over to America to a professional appointment, but it was understood that he had decided to remain at home and retain his amateur status. The Glenageary appointment, however, is one of almost infinite possibilities. He is only 34 years of age, is a great golfer, and with unlimited opportunities of play over such a course as Glenageary he must become even greater.

**A WAR MEMORY.**

I wonder (writes a correspondent of the *Glasgow Herald*) how many of your readers who served in France had their eyes refreshed by the following announcement in the window of an estaminet in a remote "resting" area—"English Spoken. Swearing Understood."

**OBITUARY.**

Colonel Seymour Sackville Dolby, late of the 3rd Highlanders and the Army Pay Department, 70. Col. Dolby was throughout his life a keen player of B. d'minton and was one of the founders of the Badminton Association, organising a large number of tournaments. When over 50 years of age he served in the Sudan War, the Ashanti Campaign, and the South African War.

**GERMAN COMPANIES' DIVIDENDS.**

Were it not for the incalculable element of depreciation of currency the dividends of the big German companies would suggest dizzy prosperity. The Hamburg-South America line proposes to distribute 32 per cent., half of which is for 1917, 1918, and 1919, and the other half for last year. Besides paying for last year a dividend of 25 per cent., and a bonus of fifty marks each share the Tecklenburg shipyard, Bremerhaven, reserves three million marks as working capital, and against this sum issues gratuitously to its shareholders dividend-bearing bonds. The Vulkan Yard distributes 20 per cent., while the Linke Hoffman Machine Works, which recently entered into a working arrangement with the Allgem. Electricitäts-treibe, has gross profits, raising them to over eighty-two million marks and pays 24 per cent.

**INDO-CHINA****STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI & TIENTSIN via SWATOW "WAISHING" ... Tues., 31st May, 10 a.m.  
TIENTSIN via WEIHAIWEI "CHEONGSHING" ... Tues., 31st May, 11 a.m.  
HAIPHONG via KOHROW "LOKSANG" ... Wed., 1st June, 9 a.m.  
BANGKOK via SWATOW "FOOSHING" ... Wed., 1st June, 2 p.m.  
STRAITS & CALCUTTA "CHAKSANG" ... Wed., 1st June, 3 p.m.  
SHANGHAI via SWATOW "HOPSANG" ... Fri., 3rd June, 10 a.m.  
MANILA "YUENSANG" ... Fri., 3rd June, 3 p.m.  
KOBÉ "POOKSANG" ... Sat., 4th June, 11 a.m.  
SANDAKAN "HINSANG" ... Mon., 6th June, Noon.

**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Poona and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained between Canton and Manila, with sailings from both ports every Friday. Passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Kohow when indicated on offer.

**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Coochow.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "CHAKSANG" will be despatched on or about Thursday, 1st June, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.,**

GENERAL MANAGERS.

Telephone No. 215.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.—STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel	Leaves Hongkong	Discharges
S.S. "GLENNAVY"	10th June	Das Hongkong

**HOMEWARDS.**

Vessel	Leaves Hongkong	Discharges
S.S. "GLENOGLE"	17th June	LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENGLYLE"	2nd July	GENOA, LONDON & HOLL.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd., AGENTS.**

Tel. No. 51 sub. 5 or 23 and 2856.

Cable Address

Kawakise, Kobe.  
Bentley's A.R.C. 5th Ed.  
and Scott's Codes.

Telephones: Sannemly

3644, 3933.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

**CAPITAL PAID-UP . . . . . ¥20,000,000**President: Mr. Y. KAWASAKI.  
Vice-President: Mr. K. MATSUOKA.  
Managing Director: Mr. MASATA ABE.

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

**CHARTERS** of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA.**

No. 8, Bunko, Kobe.







## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 5th July.  
Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

LONDON, GLASGOW, ROTTERDAM &amp; HAMBURG

a.s. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS &amp; Co., CANTON.

THE BANK LINE, LTD.

General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"KNIGHT COMPANION" ... via Panama Canal ... 1st June.  
"CITY OF MADRAS" ... via Suez Canal ... 13th June.  
"DEUCALION" ... via Suez Canal ... 7th July.  
"CITY OF NORWICH" ... via Suez Canal ... 13th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. REISS & Co., CANTON.

P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYZON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,346	12th June	Marseilles, London & Antwerp
"DUNERA"	5,400	18th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June	Marseilles, London & Antwerp
"SYRIA"	7,000	22nd July	do
"KALYAN"	9,000	8th Aug.	do
"KASHMIR"	9,000	15th Aug.	do
"KHYBER"	9,000	22nd Sept.	do

## BRITISH INDIA - APCAR SAILINGS (South)

"ABRATON APCAR" ... 4,510 ... 2nd June ... Calcutta via S'pore Pang &amp; B'poot

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	31st May Noon	Sandakan, Thursday, Island
"EASTERN"	4,500	25th June	Townsville, Brisbane.
"KANOWNA"	7,000	25th July	Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

"PLASSY"	7,346	1st June, 10 A.M.	Shanghai only.
"DELTA"	8,000	8th June	Shanghai only.
"DUNERA"	5,400	8th June	Shanghai only.
"EASTERN"	4,500	8th June	Shanghai only.
"SYRIA"	7,000	25th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta for Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"SIAM MARU" ... Friday, 24th June.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN &amp; CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 14th June.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"PEKING MARU" ... Thursday, 2nd June.

"KASADO MARU" ... Friday, 20th June.

DELI &amp; BANGKOK via SINGAPORE &amp; SINGAPORE—Regular monthly service.

"KISHU MARU" ... Wednesday, 1st June.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA.

Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Thursday, 18th June.

"ARIZONA MARU" ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Thursday, 20th June.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

"HAYRE MARU" ... Tuesday, 30th May.

"MALAY MARU" ... Monday, 6th June.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 5th June.

TAKAO via SWATOW &amp; AMOY.

"ROBIN MARU" ... Thursday, 2nd June.

For sailing dates and further particulars please apply to the Agents.

Tel. Nos. 744 &amp; 745. Y. YABUDA, Manager. No. 1 Queen's Building. [30]

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer

"TAIYUAN" ... 11th June ... Sailing Subject to Alteration ... 16th June

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand &amp; Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. [33]

PASSENGER AND FREIGHT SERVICE.  
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai &amp; Japan Ports).

S.S. "WENATOCHE"	From Hongkong	Arrive Seattle
S.S. "EDMORE"	May 31st Noon	June 13th
S.S. "ELDRIDGE"	Freight only May 31st	July 10th
S.S. "WENATOCHE"	June 20th	July 28th
S.S. "WENATOCHE"	July 25th	Aug. 16th
S.S. "KEYSTONE STATE"	Aug. 3rd	Sept. 12th

## FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama).

S.S. "MONTAGUE"	Freight only	June 4th
S.S. "PAULET"	...	June 15th

Through Bills of Lading issued to Overland Commerce points.

Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478.

5th Floor, Hotel Mansions [71]

THE PACIFIC STEAMSHIP CO.  
REGULAR SERVICE

To &amp; From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.R. STEAMERS

GLYMONT ... June 20th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

## THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING, Tel. Add: ADMIRAL. Telephone 2477 &amp; 2478.

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## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WINYAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC..

THE ADMIRAL LINE.

TELEPHONE 2477 &amp; 2478. AGENTS 5th Floor HOTEL MANSIONS.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI KOBE & YOKOHAMA	"PAUL LECAT" 20,000 tons	Op or about 2nd June.
	"Stungai (only)"	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ	"ANDRE LEBON" 22,000 tons	Op or about 1st June
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

B. BODENEUSER, Acting Agent, Queen's Building.

Telephone 740.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

"VICTORIA" June 24th.

For Freight and Passage, apply to—

Kao CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents, 115, Connaught Road, Central.

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Tel. 3307.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

For Steamers To Ball

SWATOW, SHANGHAI & PUKOW	"SHANTUNG"	On 21st May, Noon.
SWATOW & BANGKOK	"HANYANG"	On 31st May, 10 A.M.
RAMPAUNG, FOUFAHAY & TILATIA	"TALIKOOWANYI"	On 2nd May, 2 P.M.
SWATOW & SINGAPORE	"SHANSHI"	On 2nd June, 10 A.M.
SHANGHAI	"SUNNING"	On 2nd June, Noon.
AMOY & SINGAPORE	"LINAN"	On 2nd June, 2 P.M.
SHANGHAI & TSINGTAO	"SUIYANG"	On 4th June, 14 P.M.
BOHOW, PAKHOT & H'PHONG	"KAI FONG"	On 6th June, 9 A.M.
SHANGHAI & PUKOW	"SZECHUEN"	On 7th June, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.  
Excellent Saloon accommodation. Ambulances, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Suez.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE.

Telephone 36.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 to 10 Days)

"HAICHING"	— Capt. A. H. Stewart	TUESDAY, May, 31st, at 12 Noon.
"HAILONG"	— Capt. W. Couper	FRIDAY, June, 3rd, at 12 Noon.
"HAIKONG"	— Capt. W. O. Kessner	TUESDAY, June, 7th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blaks Pier).

For Freight and Passage, apply to—

DOUGLAS LIPTRAIT &amp; CO.,

General Managers.

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